PROJECT 10073 RECORD CARD

1. DATE	2. LOCATION		12. CONCLUSIONS
24 Jan 51	Westover AFB, Mass		☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☒ Other See below ☐ Insufficient Data for Evaluation ☐ Unknown
3. DATE-TIME GROUP Local ____ GMT 24/1545Z	4. TYPE OF OBSERVATION ☐ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☒ Air-Intercept Radar		
5. PHOTOS ☐ Yes ☒ No	6. SOURCE App Cont. Radar Personnel		
7. LENGTH OF OBSERVATION 15-20 min	8. NUMBER OF OBJECTS 3	9. COURSE Varied	

10. BRIEF SUMMARY OF SIGHTING	11. COMMENTS
Size - Same or larger than B-36. Westover Approach Control picked up unidentified returns. No other radar in the area could pick up the return. Believed to be due to a B-17 carrying a radar beacon.	Believed to be electronic effects from beacon within A/C (B-17)

ATIC FORM 329 (REV 26 SEP 52)

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Report of Unconventional Aircraft (cont'd)

4. Location of the observers was the Westover Approach Control Center located at Westover Air Force Base, Mass.

5. The following named personnel observed the targets:

Capt. [redacted]	OIC/WAC	Pilot
1st [redacted]		Pilot
1st [redacted]		Pilot
M/Sgt. [redacted]		Ex/Pilot
S/Sgt. [redacted]		
S/Sgt. [redacted]		Ex/Pilot
S/Sgt. [redacted]		
Mr. [redacted]		Maintenance Technician

All observers listed above are qualified radar technicians and observers.

6. Records at the weather forecast section show the weather for the time of observations as ceiling 1100 feet, visibility 8 miles, with light rain showers, wind SE at 20 knots. Winds 5,000 to 10,000 feet SW to SSW at 30 to 40 knots; 10,000 to 20,000 feet SW at 50 to 60 knots.

Westover Approach Control records show weather during the observation period as varying from 300 to 800 feet ceiling with one mile visibility.

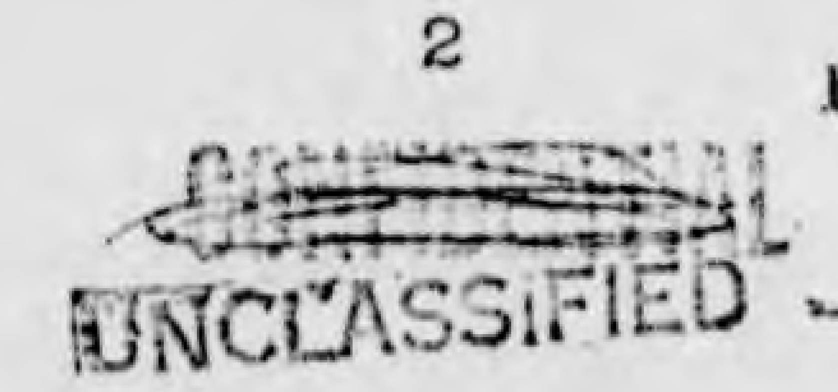
7. No known activity or condition, meteorological or otherwise, which might account for the observations, was present.

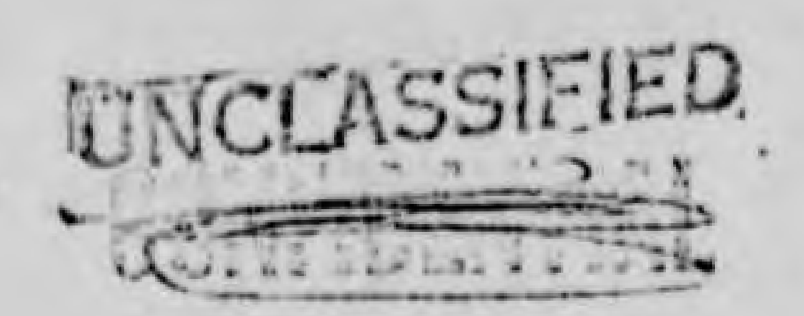
8. No physical evidence, fragments, photographs, etc, of the observation exists.

[9. "DING BAT" F-86 fighter squadron, located at Westover Air Force Base, could not be dispatched to intercept the target due to inclement weather. (Note: Runways and ramps contained considerable ice and local weather was occasionally worse than indicated in paragraph 6)]

10. Westover Approach Control radar is designed to be effective up to altitudes of 10,000 feet and distances of 40 miles. Also, when in proper tune, the set is designed to not record any stationary target, or target moving less than 30 miles per hour.

Westover GCA is of much shorter range and did not register any unusual targets during the period of observations.





Report of Unconventional Aircraft (cont'd)

11. Reporting Officer's Comments:

Investigation reveals that Westover Approach Control contacted "POWDER" at 1107 EST. At that time "POWDER" had no radar targets corresponding with Westover Observations. (No explanation is available for the 8,000 feet target reported in paragraph 1.) "POWDER" in turn contacted "HARDWOOD" (Fighter Air Division). "HARDWOOD" then contacted Mitchell Control and was informed that a ~~M.I.T.~~ B-17, equipped with Beacon, was flying in the Nashua, New Hampshire and Lowell, Massachusetts area, at 4,000 to 5,000 altitude. They also stated that this beacon could cause 2 radar blips or targets to appear, approximately two miles apart, on any radar scope in the area. It is considered possible that subject B-17 could account for the unusual observations if it deviated from the area stated above or if the beacon could have had extended radar effects.

There was no separation of the targets as experienced in a similar observation 20 October 1950 which was not reported at that time. The two targets which appeared at that time approached and departed on headings of 270° and 90°. After maneuvers similar to those described herein, each target, when at a distance of approximately 30 miles, appeared to separate into 4 separate targets very close together, with no deviation from the formation.

FOR THE COMMANDING OFFICER:

X-117

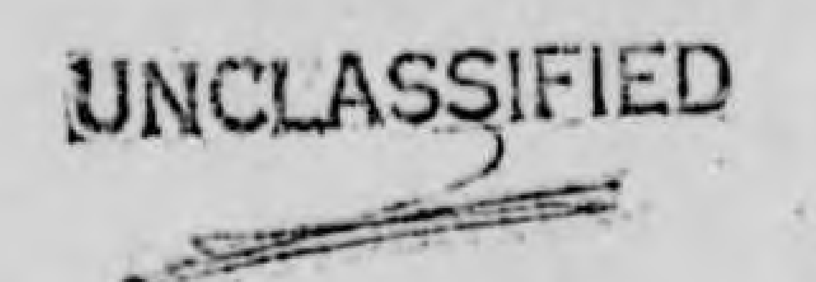
Donald C. Wolfe

DONALD C. WOLFE
Captain, USAF
Assistant Adjutant

cc: ATLD-MATS



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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10



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Basic ltr fr Hq Westover AFB, Mass, 5 Feb 51, to CG, AMC, WPAFB Dayton, Ohio "Report of Unconventional Aircraft, Project 10073"

1st Ind MCIAXA-1a/JJR/sag

Hq AMC, Wright-Patterson Air Force Base, Dayton, Ohio

TO: Commanding Officer, 1600th Air Transport Wing, Westover AFB, Mass
ATTN: A-3 (Intelligence)

1. A preliminary analysis of the basic communication indicates that the unknown radar targets were almost assuredly caused by the beacon in the B-17 aircraft.

2. Additional information, as follows, would aid materially in the analysis of these radar targets:

a. Frequency of approach control, and GCA radars at Westover.

b. Frequency of the beacon on board the referenced B-17

c. Flight path of the B-17

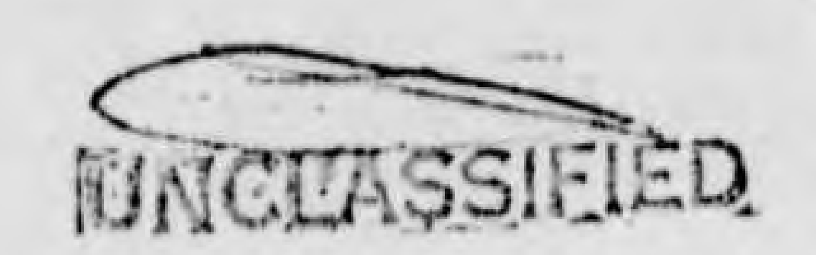
d. Track of the target on the airport control radar. If not available, did the targets always approach from one direction and depart in the opposite direction, or did they approach and leave the station at the same azimuth. (This will help to determine if the ACR was interrogation the airborne beacon, or if it were not locked to the ACR pulse).

FOR THE COMMANDING GENERAL:

BRUHOW W. FEILING
Colonel, USAF
Chief, Technical Analysis Division
Intelligence, Department

never sent out
Answer Too late

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ROUTING AND RECORD SHEET — AIR MATERIEL COMMAND

Use this form for inter-office correspondence within headquarters.
Number all comments consecutively.
Use entire width of sheet, both sides.

Use authorized office symbols to designate addressor and addressee.
Note warning [illegible] lower [illegible]. Remaining space is sufficient only for proper spacing of typewritten signature.

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Place initials of dictator and typist, telephone number and location to right of signature.
Separate comments by horizontal lines across page.

SUBJECT Report of Unconventional Aircraft (Confidential)

TO MCIAXE FROM MCIAXA-1a DATE 9 Feb 51 COMMENT NO. 1

Forwarded herewith is Hq Westover AFB (1600th Air Transport Wing, ATLD-MATS) letter dated 5 Feb 51 for your comments.

1 Incl:
Hq 1600th ATW
Westover AFB ltr
dtd 2-4-51

A. B. Seymour
KENT PARROT
Lt Colonel, USAF
Chief, Aircraft & Propulsion Sec
Technical Analysis Division
Intelligence Department

JJR/pps
6-5376
P D-11
B 263D

To MCIAXA-1a From MCIAXE Date 16 FEB 1951 Comment No. 2

1. It is suggested that the attached letter be replied to essentially as follows:

"1. A preliminary analysis of the basic communication indicates that the unknown radar targets were almost assuredly caused by the beacon in the B-17 aircraft.

"2. Additional information, as follows, would aid materially in the analysis of these radar targets:

a. Frequency of approach control, and GCA radars at Westover.

b. Frequency of the beacon on board the referenced B-17

c. Flight path of the B-17

d. Track of the target on the airport control radar. If not available, did the targets always approach from one direction and depart in the opposite direction, or did they approach and leave the station at the same azimuth. (This will help to determine if the ACR was interrogating the airborne beacon, or if it were not locked to the ACR pulse)."

16 FEB 51

1 Incl
n/c

John E. Liebert
JOHN E. LIEBERT
Major, USAF
Chief, Electronics Section
Technical Analysis Division
Intelligence Department

JAMES/cw
55170
B 263-A
P A-17

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WF-L-31 OCT 49 4,652M
AMC Form No. 5 (Rev 29 Jul 47)

(CONTINUE ON OTHER SIDE)

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This form replaces AMC Form No. 10-3, which will be used until stocks on hand are exhausted.

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SPOT REPORT OF UNIDENTIFIED FLYING OBJECT

1. a. Observer:

Mr. [redacted]
[redacted]
Warner Robins, Georgia

b. Location: Zeigler Apartments area, Warner Robins, Georgia

c. Date and Time: 25 January 1951 at 1824 hours EST.

d. Weather C A V U: Clear: visibility 10 miles on 25 Jan 51 at 1828 hours. (Official report of Base Weather Station)

2. Mr. [redacted] Robins AFB, was interviewed by the Intelligence Office on 29 January 1951. He stated that in the late afternoon of 25 January 1951 he was lying on the couch in his apartment when his young son came into the house and shouted, "Daddy, there's an airplane on fire!" Mr. [redacted] rushed outdoors and looked up at the sky, where he observed the phenomenon as hereinafter related. He identified the time as 1824 hours EST.

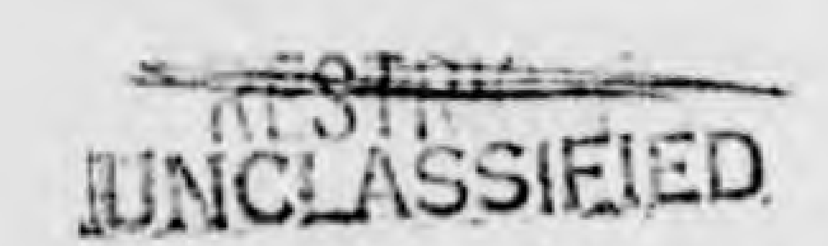
3. Mr. [redacted] thought at first that the object in the sky was a jet plane on fire and that the pilot had pulled up, trying to get out of a stall. The object did not appear to be moving but just sat there. He then realized that it was not a burning aircraft because "an enormous fire or light from the top of the object went to a point several feet above the object". There was no smoke, and the light did not flicker but maintained a steady glow. In color it was "between a blue-white and a red", unlike anything Mr. Farmer had ever seen before.

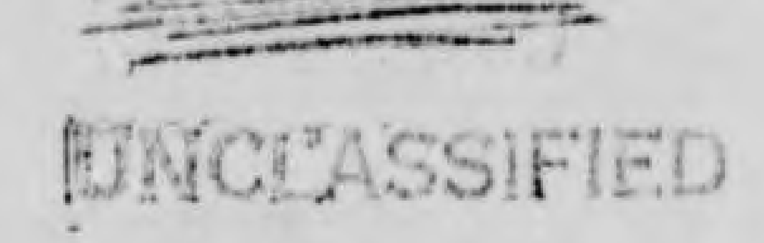
4. The object as first sighted by Mr. [redacted] was in the South and at an altitude of 4,000 to 6,000 feet. It was oblong in shape and appeared to be of uniform thickness throughout, rather "like a flattened orange, but not round". Mr. [redacted] estimated the length of the object as approximately 150 feet. In color it was dull, perhaps black, without any gloss.

5. Mr. [redacted] detected no odor, saw no smoke, and heard no noise.

6. The light seemed to be projected from the entire unit, not just the center. The thing which most impressed Mr. [redacted] was the way in which the light "pointed" the movement of the object. The point of light would move, then the object would move, as though the object were attached to the point with strings. The point of the light would lean over, then the object would move until it was directly centered under the point, then both point and object would rise. Mr. [redacted] compared the action to "climbing steps". This happened approximately four times. Attached is a drawing made by Mr. [redacted] in an attempt to present in pictorial form the movement of the object.

Incl 1





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4. Contact was made with Mr. John Busbee of the Communications Station at Cochran Field (Macon Municipal Airport), who reported the following aircraft in flight in the vicinity of Warner Robins, Georgia, on 25 January 1951 between the hours of 1800 and 1900:

AF 6176 at 1801, at 30,000 feet
AF 6178 at 1813, at 28,000 feet
Navy 17289 at 1834, altitude not determined
Delta Air Lines Flight 446 at 1800 - Jacksonville to Atlanta
Delta Air Lines Flight 648 at 1810 - Miami to Atlanta
Delta Air Lines Flight 645 at 1845 - Chicago to Miami

Altitude of referenced Delta Air Lines aircraft was not available.

FOR THE COMMANDING OFFICER:

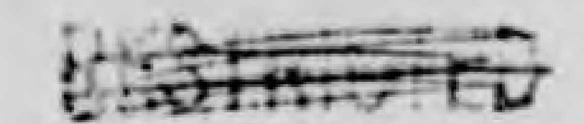
P. KUBALA
Major, USAF
Intelligence Officer

4 Incls:
1. Spot Report - Farmer
2. Drawing of Mr. Farmer
3. Spot Report - Rhodes
4. Spot Report - Barry

3 FEB 51 0 43

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HEADQUARTERS
WARNER ROBINS AIR MATERIEL AREA
Office of the Commanding General

WRAI/PK/aac
Robins Air Force Base, Ga.
31 January 1951

SUBJECT: Unidentified Flying Object

TO: Commanding General
Air Materiel Command
ATTN: Chief of Intelligence
Wright-Patterson Air Force Base
Dayton, Ohio

1. Submitted herewith are reports of interviews held by this office with Messrs. [redacted], [redacted], and [redacted], who sighted an unidentified flying object at Warner Robins, Georgia, on 25 January 1951, together with a drawing made by Mr. [redacted]. Mr. [redacted] identified the time of sighting at 1824 hours EST.

2. Check with Major Robert G. Higgins, Station Weather Officer at Robins Air Force Base, resulted in information that a weather balloon was released from the Base Weather Station on 25 January 1951 at 1600 hours EST. This balloon was not illuminated by candle or other means. Major Higgins expressed the opinion that the balloon released at 1600 hours could not have been aloft at 1824 hours. No record of time of breakage of referenced balloon was available. However, Major Higgins stated that such balloons are normally down within an hour-and-a-half.

3. Check with Base Control Tower indicated the following air activity at Robins Air Force Base on 25 January 1951 between 1800 and 1900 hours:

Type	Take-Off	Arrival
C-46	1822 hrs.	
T-6	1823 hrs.	
C-47		1828 hrs.
C-45	1829 hrs.	
C-47	1850 hrs.	
C-47	1857 hrs.	
C-47	1858 hrs.	

B-25 in flight from 1540 to 1907 hrs.
C-47 in flight from 1545 to 1604 hrs.

WRAMA FORM 12 - REV. 22 APR 49
RAFB & MAR 50-25000

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